

PERSONAL EXPLANATION

HON. BRAD SHERMAN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, March 15, 1999

Mr. SHERMAN. Mr. Speaker, during rollcall vote No. 36 on March 10, 1999, I was unavoidably detained. Had I been present, I would have voted "no."

ELECTRIC VEHICLE CONSUMER
INCENTIVE TAX ACT**HON. MAC COLLINS**

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Monday, March 15, 1999

Mr. COLLINS. Mr. Speaker, I rise today to introduce the Electric Vehicle Consumer Incentive Tax Act "EVCITA" of 1999. This legislation provides important tax incentives for electric vehicles. It is important because the widespread use of electric vehicles can result in significant environmental, energy security, and economic development opportunities in the United States.

HOW CAN ELECTRIC VEHICLES TAX INCENTIVES BENEFIT
THE ECONOMY?

Each major automobile manufacturer, domestic and foreign, has, or plans to offer, electric vehicles for sale or lease. As in the case with any new, advanced technology that is initially offered to consumers, the price of these early vehicles is significantly higher than the expected lower price for EVs when greater volumes are achieved. The government can play a role in making these vehicles more affordable by reducing the tax costs. Doing so can help increase consumer access and stimulate rapid growth of the industry.

WHY ARE ENVIRONMENTALISTS AND STATE/LOCAL
GOVERNMENTS INTERESTED IN ELECTRIC VEHICLES?

Many metropolitan areas in the United States suffer from poor air quality and are falling under the definition of "non-attainment zones." The use of electric vehicles, especially in these areas, could provide an effective means to reduce transportation-related pollution. Electric vehicles emit no hydrocarbons, volatile organic compounds, carbon monoxide or nitrogen oxides.

WHY ARE ELECTRIC VEHICLES IMPORTANT TO ENERGY
SECURITY?

According to the Department of Energy, U.S. net imports of petroleum in the year 2000 are forecast to account for 52 percent of total U.S. petroleum demand, up from an estimated 50 percent in 1998. Making alternative fuel vehicles a more affordable option ensures lower dependency on foreign supply.

HOW THE LEGISLATION WOULD WORK

One key to weaning the country off of imported oil and into alternative fuel vehicles, like electric cars and buses, is bringing down the high initial purchase price of the vehicles and assuring that targeted, early markets are better able to take the steps necessary to purchase the vehicles. The provisions included in the EV Consumer Incentive Tax Act of 1999 are intended to do just that. The tax incentives

included in EVCITA will make early EVs and electric buses more affordable to consumers, and will allow an important market segment—governments, universities and other non-tax-paying fleets—to take advantage of the savings provided through the federal tax incentive.

TAX EQUITY FOR OVERSIZED ELECTRIC VEHICLES

Under current law, electric powered buses are allowed to only take advantage of the existing \$4,000 tax credit for electric vehicles while all other alternatively fueled buses are eligible for a \$50,000 tax deduction. EVCITA equalizes the tax treatment by allowing oversized electric vehicles the same benefit provided oversized clean-fuel vehicles. Electric buses can be used by many urban transit authorities. According to the Electric Transit Vehicle Institute, there are 179 electric buses in operation throughout the United States as of December, 1998.

MAXIMIZING THE BENEFIT OF THE ELECTRIC VEHICLE TAX
CREDIT

Current law provides a tax credit of the lesser of 10% or \$4,000 against the cost of a standard-size electric vehicle. This provision expires December 31, 2004. The investment value of this credit has eroded since its enactment in 1992. EVCITA will restore the value of the credit by making the benefit a flat \$4,000 against the cost of the vehicle. In addition, this legislation will extend the credit through December 31, 2008.

PROVIDING FEDERAL AND LOCAL GOVERNMENTS THE
BENEFIT OF REDUCED COSTS

Current law prohibits the use of tax credits for electric vehicles used by a federal, state or local government entity. Across the country, local municipalities are leading the charge in reducing environmental costs by putting electric vehicles into service. In instances where local governments lease electric vehicles, EVCITA will permit the owner of the vehicle to be eligible for the tax benefit.

ENDORSEMENTS

The provisions of this legislation have been endorsed by the following organizations: Union of Concerned Scientists, Coalition for Clean Air, American Methanol Institute, the Georgia Conservancy, the Edison Electric Institute, the Electric Transportation Coalition, Clean Cities—Atlanta, the Southern Coalition for Advanced Transportation, Georgia Power, and the Clean Air Campaign.

The provisions of the EV Consumer Incentive Act of 1999 are comparatively modest in cost. According to the Joint Tax Committee estimate provided in 1998, the cost associated with the provisions of the EV Consumer Incentive Tax Act between FY 1999–2002 was \$44 million. These tax incentives will help ensure that electric vehicles are a viable transportation option for consumers.

THOMAS M. LOUGHNEY HONORED

HON. PAUL E. KANJORSKI

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Monday, March 15, 1999

Mr. KANJORSKI. Mr. Speaker, I rise today to pay tribute to Thomas M. Loughney from

Pennsylvania's Eleventh Congressional District. The Greater Pittston Friendly Sons of St. Patrick will bestow the W. Francis Swingle award upon Mr. Loughney at their annual banquet this year. I am proud to have been asked to participate in this event.

The Swingle award is named for Professor Frank Swingle and is given each year to the member who most honors his memory in career and personal achievement. Tom Loughney is an excellent choice for this year's honor.

Tom is a graduate of St. John's High School and the University of Scranton. He completed his graduate work at Drexel University and George Washington University. Tom served with the Department of Defense for thirty-two years as an electronic engineer. One of the highlights of his distinguished career was his participation in the Mallard Project, a joint, cooperative communications development program, sponsored by the United States, Australia, Canada, and England. Since his retirement, Tom has been a consultant for Logistics Engineering.

Tom has been an active member of the Society of Logistics Engineers throughout his career, at one time serving on the Society's Board of Directors and on the Board of Governors of the Logistics Education Foundation. He is also a Certified Professional Logistician.

Tom combined an active career, community, and family life with a love for his ancestral country. He first visited Ireland on his honeymoon with his wife, Maureen, and has returned more than twenty-five times. He is active in the Knights of Columbus and was Home Association President for two years during the purchasing and renovation of its building in the late 1950s. He is also a member of the Friendly Sons of St. Patrick of the Jersey Shore and the Irish Federation of Monmouth County, New Jersey. He was founder and General Chairman of the "Afternoon in Ireland" event held each year in Monmouth County.

Although born and raised in Pittston, Pennsylvania, he now lives with his wife in Middletown, New Jersey. Tom and Maureen have four grown children, Tom, Jr., Mike, Dan, and Maureen, all pursuing careers around the country.

Mr. Speaker, I am pleased to join with the Friendly Sons in congratulating Tom on this prestigious honor and send my very best wishes for continued health and happiness.

ON THE 50TH ANNIVERSARY OF
THE AIR FORCE JUDGE ADVOCATE
GENERAL'S DEPARTMENT**HON. LINDSEY O. GRAHAM**

OF SOUTH CAROLINA

IN THE HOUSE OF REPRESENTATIVES

Monday, March 15, 1999

Mr. GRAHAM. Mr. Speaker, I rise today to recognize the outstanding men and women, past and present, active and reserve, of the Air Force Judge Advocate General's Department on the occasion of the Department's 50th Anniversary. General Hoyt S. Vandenberg, the second Chief of Staff of the Air Force, officially created the Judge Advocate

General's Department Order #7 on January 25, 1949. The First Air Force Judge Advocate General, Major General Reginald C. Harmon, was promoted to major general directly from the rank of colonel. Following Major General Harmon, 12 other Judge Advocates General have served, including Major General Bryan G. Hawley who retired recently, and the newly installed incumbent Major General William A. Moorman.

The JAG Department has a rich and colorful history. Before the Air Force was formed, there were special Air JAGs for the Army Air Corps. JAGs and paralegals have been at commanders' sides in every operation since the department was formed, including Korea, Vietnam, Grenada, and the Persian Gulf. In addition to combat theaters, JAGs have been critical components of forces conducting humanitarian, peacekeeping, and contingency operations in far-off places like Somalia, Bosnia, Haiti, and Rwanda. Often, much of the JAG's work is carried on behind the scenes, negotiating with foreign leaders, making arrangements for proper services, and ensuring agreements are in the place to service members abroad. As important and even less conspicuous are the paralegals and other legal staff that support these operations.

Perhaps the single most important role JAGs perform is in assisting commanders to administer a fair and equitable system of military justice. General Washington recognized, as did Caesar and Alexander before him, that discipline distinguishes an armed force from a mob. History has shown that discipline, enforced by an even-handed and credible system of justice, is an essential element of an effective fighting force. That system of justice must be mobile, be able to react to unique military offenses, and be administered by those who understand the environment in which it functions. Air Force JAGs have preserved such a system for Air Force members, whether stationed at home or at remote sites worldwide. Mothers and fathers throughout America have entrusted their sons and daughters to Air Force commanders, knowing that they will be treated fairly and justly.

Air Force Judge Advocates have made significant contributions to the practice of law throughout the military. Air Force JAGs were instrumental in establishing the requirement to inform an accused of his rights well before the Supreme Court directed Miranda warnings be read. The Air Force was the first service to institute an independent defense counsel program, ensuring accused military members received zealous representation, without even the appearance of command influence. Air Force JAGs have also participated in some of the most influential cases in military history on topics ranging from military jurisdiction over off-base offenses, to the use of polygraph results in court and drug analysis.

In addition, as the Air Force has adapted to ever changing environments, JAGs have led the way by resolving the complex legal issues that have accompanied these changes. To meet these challenges, the JAG Department has grown from 442 officers to a force of over 4,680 personnel, including JAGs, civilian attorneys, enlisted members, civilian support staff, and Reserve and National Guard personnel. The JAG Department has also expanded its

expertise into other critical legal specialties such as aviation, civil, claims, environmental, ethics, international, labor, legal assistance, medical, operations, procurement, space, and tax law. As the Air Force faces the challenges of the 21st Century, the JAG Department will be there to help commanders maintain the world's greatest Air Force, committed to going anywhere in the world, anytime.

I am honored to rise in recognition of the 50th Anniversary of the Air Force Judge Advocate General's Department and express the heartfelt thanks of the people of the United States for a job well done to all who serve or who have served in the Air Force Judge Advocate General's Department.

HONORING MS. LENA B. MEDLEY

HON. EDOLPHUS TOWNS

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, March 15, 1999

Mr. TOWNS. Mr. Speaker, I rise today to honor Ms. Lena B. Medley, for her exemplary community service, and dedication to educating the children of the Brooklyn community.

Ms. Lena B. Medley, is an unsung American Hero in Education who took on the arduous task of saving a school and a community, six years ago when she became the Principal of Thomas Jefferson High School. Ms. Medley restored pride and injected self-esteem into a school that was thought of to be failing. The heroic actions initiated by Ms. Medley began when Thomas Jefferson High School was placed on a list marked for take over and subsequent closing by the New York State Education Department in 1993. As of December 1997, Thomas Jefferson High School was removed from the Schools Under Registration Review (SURR) List due to Ms. Medley's dynamic leadership.

Ms. Medley implemented several programs; (1) the Ninth Grade Preparatory Academy for Math and Science, which emphasized biology, sequential mathematics and technology. (2) the Marine Corps Junior ROTC—which strengthened character, helped form habits of self discipline, leadership and (3) the academy of Success—which graduated more special education students into the mainstream than in the schools history. Because of Ms. Medley's vision to have these unprecedented programs in an inner-city high school located in East New York Brooklyn, she has transformed this school successfully.

Ms. Medley holds degrees from Tennessee State and Fordham University. She has studied at Lehman College, Hunter College, and Harvard University.

Mr. Speaker, please join me in honoring Ms. Lena B. Medley, a 34 year veteran of education who cared enough to make a difference in the life of a child. She is truly an American Hero.

PERSONAL EXPLANATION

HON. BRAD SHERMAN

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Monday, March 15, 1999

Mr. SHERMAN. Mr. Speaker, during rollcall vote No. 35 on March 10, 1999, I was unavoidably detained. Had I been present, I would have voted "yes."

TRIBUTE TO THE JAMESPORT FIRE DEPARTMENT ON ITS 50TH ANNIVERSARY

HON. MICHAEL P. FORBES

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, March 15, 1999

Mr. FORBES. Mr. Speaker, I rise today in this hallowed chamber to pay tribute to the Jamesport Fire Department and to join the volunteer firefighters, emergency medical personnel and grateful people of this Long Island community as they celebrate the 50th anniversary of the fire department's founding.

I would like to tell my colleagues about Jamesport, a special place where neighbors look out for neighbors and every resident possesses a special pride in their hometown. In a service that exemplifies selfless heroism, the men and women of the Jamesport Fire Department perform above and beyond the call of duty each and every day. Compensated only by the satisfaction that their efforts surely save lives and protect property, these volunteers have answered every alarm for 50 years. I am proud and honored to count these brave firefighters among my friends and neighbors.

Moreover, I am proud to join with the Jamesport Fire Department in honoring five charter members for their 50 years of faithful service. Since 1949 these men have answered the siren's call whenever a fire or other peril threatened a member of the Jamesport community. Herbert Fleischman has served as 2nd Lt., 1st Lt., Captain, 2nd Asst. Chief, 1st Asst. Chief and Chief. Walter Rolle has served as 2nd Lt., 1st Lt. and Captain. Raymond Zaleski has served as 2nd Lt., 1st Lt., Captain and a Fire Commissioner. Stanley Zaweski has served as 2nd Lt., 1st Lt. and Captain. And John Ziemacki has served as 2nd Lt., 1st Lt., Captain, 1st Asst. Chief, Chief, Fire Commissioner and was chosen Fireman of the Year in 1973. Time and again these brave men joined their comrades as they hastened to the scene, placing themselves in harm's way to aid another human being in danger, regardless of whether it be a friend, neighbor or stranger.

Demonstrating that true heroes are created over a lifetime of selfless acts and service to their God, family and country, these brave men of the Jamesport Fire Department are perfect role models for every volunteer firefighter who will come after them. They truly reflect the outstanding work of the Jamesport Fire Department and its commitment to training and service that keep their neighbors, friends and even their own children safe and secure. That is why, Mr. Speaker, I ask my